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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/684,238	10/13/2003	Eamon Patrick Gleeson	141841	3017

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EXAMINER

LANIER, BENJAMIN E

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2432

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PAPER

Please find below and/or attached an Office communication concerning this application or proceeding.

The time period for reply, if any, is set in the attached communication.

Office Action Summary	Application No. 10/684,238	Applicant(s) GLEESON ET AL.	
	Examiner BENJAMIN E. LANIER	Art Unit 2432	

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

Status

- 1) ☒ Responsive to communication(s) filed on 21 December 2009.
- 2a) ☒ This action is **FINAL**. 2b) ☐ This action is non-final.
- 3) ☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

Disposition of Claims

- 4) ☒ Claim(s) 1-31 is/are pending in the application.
- 4a) Of the above claim(s) _____ is/are withdrawn from consideration.
- 5) ☐ Claim(s) _____ is/are allowed.
- 6) ☒ Claim(s) 1-31 is/are rejected.
- 7) ☐ Claim(s) _____ is/are objected to.
- 8) ☐ Claim(s) _____ are subject to restriction and/or election requirement.

Application Papers

- 9) ☐ The specification is objected to by the Examiner.
- 10) ☐ The drawing(s) filed on _____ is/are: a) ☐ accepted or b) ☐ objected to by the Examiner.
Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).
Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).
- 11) ☐ The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

Priority under 35 U.S.C. § 119

- 12) ☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
- a) ☐ All b) ☐ Some * c) ☐ None of:
1. ☐ Certified copies of the priority documents have been received.
 2. ☐ Certified copies of the priority documents have been received in Application No. _____.
 3. ☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

* See the attached detailed Office action for a list of the certified copies not received.

Attachment(s)

- | | |
|---|---|
| 1) ☐ Notice of References Cited (PTO-892) | 4) ☐ Interview Summary (PTO-413) |
| 2) ☐ Notice of Draftperson's Patent Drawing Review (PTO-948) | Paper No(s)/Mail Date. _____ |
| 3) ☐ Information Disclosure Statement(s) (PTO/SB/08) | 5) ☐ Notice of Informal Patent Application |
| Paper No(s)/Mail Date _____ | 6) ☐ Other: _____ |

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DETAILED ACTION

Response to Arguments

1. Applicant argues, “contrary to the Examiner’s allegation, the transmitter described in Roddy is disabled only when a vehicle is turned off.” This argument is not persuasive because Roddy (Col. 2, lines 56-57) states that “a user can selectively enable or ***disable*** the transmitter 22...” Therefore, Roddy clearly meets the claimed selective disablement.
2. Applicant’s argument with respect to claims 12 and 22 are not persuasive for the same reasons discussed above.

Claim Rejections - 35 USC § 103

3. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

4. The factual inquiries set forth in *Graham v. John Deere Co.*, 383 U.S. 1, 148 USPQ 459 (1966), that are applied for establishing a background for determining obviousness under 35 U.S.C. 103(a) are summarized as follows:

1. Determining the scope and contents of the prior art.
 2. Ascertaining the differences between the prior art and the claims at issue.
 3. Resolving the level of ordinary skill in the pertinent art.
 4. Considering objective evidence present in the application indicating obviousness or nonobviousness.
5. Claims 1-7, 10-31 are rejected under 35 U.S.C. 103(a) as being unpatentable over Wright, U.S. Patent No. 6,353,734, in view of Roddy, U.S. Patent No. 6,127,922. Referring to claims 1, 3, Wright discloses a communication system for engine event reporting wherein sensors are

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positioned on an aircraft for sensing engine conditions and generating engine data relating to the operation of the engine (Col. 2, lines 3-10), which meets the limitation of receiving a stream of data at the supervisory processor. The aircraft includes a communications interface for accessing the sensor data, encrypting the data, and transmitted the data via a selected sub-channel of the wireless ground communication link to a wireless router that forwards to encrypted data to a remote airline flight operations control center (Col. 8, lines 12-33), which meets the limitation of controlling transmission of the stream of data from the supervisory processor to the subscriber based on the supervisory processor configuration, receiving an enabling configuration at the supervisory processor which alters the supervisory processor configuration, and transmitting at least a portion of the controlled stream of data from the supervisory processor to the subscriber based on the supervisory processor configuration. Wright does not disclose disabling the transmission of monitored information from the aircraft. Roddy discloses a vehicle telemetry system wherein the transmitter of vehicle information is disabled if removed from the vehicle (Col. 2, line 51 – Col. 3, line 16), which meets the limitation of selectively disables transmission of the stream of data from the supervisory processor to the subscriber based on a violation of terms of a data sharing agreement, controlling transmission of the stream of data from the supervisory processor to the subscriber comprises selectively disabling a subscriber access port on the supervisory processor. It would have been obvious to one of ordinary skill in the art at the time the invention was made for the aircraft GDL of Wright to be disabled if removed from the aircraft in order to prevent unauthorized individuals for using the aircraft GDL as taught by Roddy (Col. 1, lines 39-42).

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Referring to claim 2, Wright discloses that the sensors monitor the aircraft for engine hydraulics, oil pressure, engine cut-off, fuel flow, the N2L and N1L both in percentage terms (Col. 15, lines 1-5), which meets the limitation of transmitting a plurality of process system data from a process control system.

Referring to claims 4-7, Wright discloses that the sensor information is encrypted prior to being transmitted (Col. 8, lines 24-34), which meets the limitation of controlling transmission of the stream of data from the supervisory processor to the subscriber comprises selectively disabling a subscriber access port on the supervisory processor, when obfuscating data transmitted to a subscriber access port on the subscriber processor comprises deobfuscating data at a subscriber processing using a client application, transmitting data to a subscriber access port on the supervisory processor without deobfuscating the data, deobfuscating data at a subscriber processor using a client application.

Referring to claims 10-11, Wright discloses a communication system for jet engine event reporting wherein sensors are positioned on an aircraft for sensing engine conditions and generating engine data relating to the operation of the engine (Col. 2, lines 3-10 & Col. 14, lines 1-8), which meets the limitation of the supervisory processor is at least one of a gas turbine engine data acquisition system and a gas turbine engine on-site monitor said method further comprising receiving a stream of operational data via an operator interface at the supervisory processor, receiving a stream of gas turbine operational data that includes at least one of combustor dynamics data and gas turbine data.

Referring to claims 12, 15, 16, 18-31, Wright discloses a communication system for jet engine event reporting wherein sensors are positioned on an aircraft for sensing engine

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conditions and generating engine data relating to the operation of the engine (Col. 2, lines 3-10 & Col. 14, lines 1-8), which meets the limitation of a gas turbine control system communicatively coupled to at least one engine sensor, the gas turbine engine operational data including combustor dynamics data. The aircraft includes a communications interface for accessing the sensor data, encrypting the data, and transmitted the data via a selected sub-channel of the wireless ground communication link to a wireless router that forwards to encrypted data to a remote airline flight operations control center (Col. 8, lines 12-33 & Figure 8), which meets the limitation of a first proprietary network segment configured to receive proprietary data communication from a proprietary data source, a supervisory processor communicatively coupled to said first proprietary network for receiving gas turbine engine operational data, said processor configured to execute software instructions based on a processor configuration, a second proprietary data network communicatively coupled to said supervisory processor, a subscriber network segment coupled to said supervisory processor said segment configured to selectively transmit subscriber data/gas turbine engine operational data from said supervisory processor to a subscriber, receive proprietary data from said first proprietary network segment, transmit proprietary data to said second proprietary data network segment, alter the processor configuration based on commands received from said second proprietary data network segment, and transmit subscriber data to said subscriber network segment based on the processor configuration, said first proprietary network segment transmits obfuscated proprietary data, said supervisory processor is further configured to deobfuscate data received from said gas turbine control system through said first proprietary network, said supervisory processor is further configured to selectively transmit data to said second proprietary data network based on a

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supervisory processor configuration. Wright does not disclose disabling the transmission of monitored information from the aircraft, nor an enabling configuration that expires after a predetermined time period. Roddy discloses a vehicle telemetry system wherein the transmitter of vehicle information is disabled if removed from the vehicle (Col. 2, line 51 – Col. 3, line 16), which meets the limitation of selectively transmit subscriber data from said supervisory processor to a subscriber based on a violation of terms of a data sharing agreement, said supervisory processor comprises a subscriber data port, said subscriber data port is configurable to transmit data in a first state, and to prevent transmission of data in a second state, wherein the second state is different than the first state, said supervisory processor is further configured to alter a state of said subscriber data port based on the processor configuration, said supervisory processor is further configured to alter the state of said subscriber data port based on a remotely received processor command, said supervisory processor is configured to alter the state of said subscriber data port based on a locally received processor command, said supervisory processor is further configured to selectively transmit data to said second proprietary data network based on a supervisory processor configuration. It would have been obvious to one of ordinary skill in the art at the time the invention was made for the aircraft GDL of Wright to be disabled if removed from the aircraft in order to prevent unauthorized individuals for using the aircraft GDL as taught by Roddy (Col. 1, lines 39-42).

Referring to claim 13, Wright discloses a second proprietary data network segment communicatively coupled to said supervisory processor, said second proprietary data network segment configured to transmit proprietary data from said supervisory processor to a proprietary wide area network (WAN)(Figure 8, 32).

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Referring to claims 14, 17, Wright discloses that unencrypted data is transmitted over the WAN (Col. 16, lines 56-67), which meets the limitation of said second proprietary data network segment transmits data that is unobfuscated, said subscriber network segment is configured to receive subscriber data that is not obfuscated.

6. Claims 8-9 are rejected under 35 U.S.C. 103(a) as being unpatentable over Wright, U.S. Patent No. 6,353,734, in view of Roddy, U.S. Patent No. 6,127,922, and further in view of Allen, U.S. Patent No. 6,476,763. Referring to claims 8-9, Roddy does not suggest that the disabling could occur after a predetermined period of time. Allen discloses a vehicle telemetry system whose transmission system is disabled after a period of inactivity (Col. 7, lines 1-18), which meets the limitation of the enabling configuration expires after a predetermined time period, such that the supervisory processor configuration is altered upon expiration of the enabling configuration, the supervisory processor configuration is altered to deny transmission of the stream of data from the supervisory processor to the subscriber. It would have been obvious to one of ordinary skill in the art at the time the invention was made for the transmission system of Wright to be disabled after a period of inactivity in order to save power as discussed in Allen (Col. 7, lines 12-18).

Conclusion

7. **THIS ACTION IS MADE FINAL.** Applicant is reminded of the extension of time policy as set forth in 37 CFR 1.136(a).

A shortened statutory period for reply to this final action is set to expire THREE MONTHS from the mailing date of this action. In the event a first reply is filed within TWO MONTHS of the mailing date of this final action and the advisory action is not mailed until after

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the end of the THREE-MONTH shortened statutory period, then the shortened statutory period will expire on the date the advisory action is mailed, and any extension fee pursuant to 37 CFR 1.136(a) will be calculated from the mailing date of the advisory action. In no event, however, will the statutory period for reply expire later than SIX MONTHS from the mailing date of this final action.

8. Any inquiry concerning this communication or earlier communications from the examiner should be directed to BENJAMIN E. LANIER whose telephone number is (571)272-3805. The examiner can normally be reached on M-Th 7:00am-5:30pm.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Gilberto Barron can be reached on 571-272-3799. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from a USPTO Customer Service Representative or access to the automated information system, call 800-786-9199 (IN USA OR CANADA) or 571-272-1000.

/Benjamin E Lanier/
Primary Examiner, Art Unit 2432